

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING**

April 22, 2015
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Michael LeVault, Youngtown, Chair	Mayor Thomas Schoaf, Litchfield Park
Mayor W. J. "Jim" Lane, Scottsdale, Vice Chair	Mayor Christian Price, City of Maricopa
# Vice Mayor Robin Barker, Apache Junction	Supervisor Denny Barney, Maricopa County
* Mayor Kenneth Weise, Avondale	Mayor John Giles, Mesa
Mayor Jackie Meck, Buckeye	* Mayor Michael Collins, Paradise Valley
Councilmember Mike Farrar, Carefree	Mayor Cathy Carlat, Peoria
Councilmember Dick Esser, Cave Creek	Mayor Greg Stanton, Phoenix
# Mayor Jay Tibshraeny, Chandler	* Supervisor Todd House, Pinal County
Mayor Lana Mook, El Mirage	Mayor Gail Barney, Queen Creek
Mayor Tom Rankin, Florence	* President Delbert Ray, Salt River Pima-Maricopa Indian Community
* President Ruben Balderas, Fort McDowell Yavapai Nation	* Mayor Sharon Wolcott, Surprise
Mayor Linda Kavanagh, Fountain Hills	Mayor Mark Mitchell, Tempe
Mayor Chuck Turner, Gila Bend	* Mayor Adolfo Gamez, Tolleson
* Governor Stephen Roe Lewis, Gila River Indian Community	* Mayor John Cook, Wickenburg
Mayor John Lewis, Gilbert	# Mr. Roc Arnett, Citizens Transportation Oversight Committee
Mayor Jerry Weiers, Glendale	* Mr. Joseph La Rue, State Transportation Board
Mayor Georgia Lord, Goodyear	* Mr. Jack Sellers, State Transportation Board
# Mayor Rebecca Jimenez, Guadalupe	

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

1. **Call to Order**

The meeting of the MAG Regional Council was called to order by Chair Michael LeVault at 11:35 a.m.

2. **Pledge of Allegiance**

The Pledge of Allegiance was recited.

Mr. Roc Arnett, Vice Mayor Robin Barker, Mayor Rebecca Jimenez, and Mayor Jay Tibshraeny joined the meeting by teleconference.

Chair LeVault noted that on April 20, 2015, the Executive Committee recommended approval of items #5C, #5D, and #5E that were on the April 22 Regional Council Consent Agenda. He stated that the addendum to the agenda, item #5F, which was previously transmitted, was at each place.

Chair LeVault noted that hearing assisted devices were available from MAG staff. Chair LeVault requested that members of the public who would like to comment fill out a blue public comment card for the Call to the Audience agenda item, or a yellow public comment card for Consent Agenda items or items on the agenda for action. Transit tickets for those who purchased a transit ticket to attend the meeting and parking validation were available from staff.

3. Call to the Audience

Chair LeVault noted that the Call to the Audience provides an opportunity to members of the audience who wish to speak on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens are requested to not exceed a three minute time period for their comments. A total of 15 minutes is provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Chair LeVault noted that no public comment cards had been received.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, reported on items of interest to the MAG region. Mr. Smith stated that the Stand Up 4 Transportation event was held in downtown Phoenix on April 9, 2015. He noted that Mayor Greg Stanton, Mayor Georgia Lord, and Councilman Jack Sellers were pictured among those attending the event, which included a parade of transportation vehicles.

Mr. Smith reported that Whataburger has partnered with MAG on the *Don't Trash Arizona* program. He stated that Goodyear Mayor Georgia Lord, Glendale Mayor Jerry Weiers, and Chandler Vice Mayor Kevin Hartke recently participated in the program's campaign when they conveyed anti-litter messages at Whataburger Drive-Throughs. Mr. Smith stated that residents were impressed to meet their mayors at the restaurants.

Chair LeVault thanked Mr. Smith for his report.

5. Approval of Consent Agenda

Chair LeVault noted that agenda items #5A, #5B, #5C, #5D, #5E, and #5F were on the Consent Agenda.

Chair LeVault asked members if they had questions or requests to hear a presentation on any of the Consent Agenda items. None were noted.

No public comment cards were received.

Vice Chair Jim Lane moved to approve Consent Agenda items #5A, #5B, #5C, #5D, #5E, and #5F. Councilmember Dick Esser seconded, and the motion passed unanimously.

5A. Approval of the March 25, 2015, Meeting Minutes

The MAG Regional Council, by consent, approved the March 25, 2015, meeting minutes.

5B. Status of Remaining MAG Approved PM-10 Certified Street Sweeper Projects That Have Not Requested Reimbursement

A status report was provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. To address new Federal Highway Administration procedures to minimize inactive obligations and to assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, we requested that street sweeper projects for FY 2014 CMAQ funding be purchased and reimbursement requests be submitted to MAG by March 26, 2015. In addition, MAG requested that street sweeper projects approved for FY 2015 CMAQ funding on January 28 and February 25, 2015 be purchased and reimbursement requests be submitted to MAG by January 28, 2016 and February 26, 2016, respectively.

5C. Appointment of the MAG Economic Development Committee Arizona Department of Transportation Member Position

The MAG Regional Council, by consent, approved the appointment of Sintra Hoffman, ADOT Assistant Division Director/Public Affairs, as the Arizona Department of Transportation representative on the MAG Economic Development Committee. On October 27, 2010, the MAG Regional Council approved the composition of the MAG Economic Development Committee (EDC). The composition includes 18 MAG member agency positions that have one-year terms with possible reappointment by recommendation of the Executive Committee and approval of the MAG Regional Council. On April 3, 2015, a letter was received from the Arizona Department of Transportation (ADOT) Director recommending Sintra Hoffman, ADOT Assistant Division Director/Public Affairs, serve as the ADOT representative on the EDC. On April 20, 2015, the MAG Regional Council Executive Committee recommended approval of the appointment.

5D. Appointment of the MAG Economic Development Committee Transportation Industry Representative

The MAG Regional Council, by consent, approved the appointment of Tony Bradley, President and Chief Executive Officer, Arizona Trucking Association, as the transportation industry representative on the MAG Economic Development Committee. On October 27, 2010, the MAG Regional Council approved the composition of the MAG Economic Development Committee (EDC). The composition includes twelve business member positions that have two-year terms with possible reappointment by recommendation of the Executive Committee and Regional Council. In September 2014, the EDC business member positions were approved by the Executive Committee and Regional Council, except for one transportation industry representative seat that remained vacant. On April 9, 2015, a letter of

interest for the EDC transportation industry seat was received from Tony Bradley, President and Chief Executive Officer of the Arizona Trucking Association. On April 20, 2015, the MAG Regional Council Executive Committee recommended approval of the appointment of Tony Bradley as the transportation industry representative on the MAG Economic Development Committee.

5E. Status Update on the June 30, 2014 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2014

The MAG Regional Council, by consent, accepted the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2014. The accounting firm of CliftonLarsonAllen LLP has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2014. An unmodified audit opinion was issued on March 18, 2015, on the financial statements of the governmental activities, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance with the requirements applicable to major federal award programs, expressed an unmodified opinion on the Single Audit. The Single Audit report indicated a material weakness over internal controls for financial reporting due to the implementation of the new accounting system and the inability to reconcile accounts payable and retainage payable in a timely manner. A significant deficiency was identified not considered to be a material weakness for internal controls over major programs due to a change in federal compliance requiring DUNS numbers from subrecipients for the FY 2014 audit year. Both of these items have been addressed by MAG in order to resolve these issues. The Single Audit report had no repeat findings. The CAFR financial statements and related footnotes were prepared in accordance with the Government Finance Officers Association's (GFOA) standards for the Certificate of Achievement for Excellence in Financial Reporting awards program. Management intends to submit the June 30, 2014, CAFR to the GFOA awards program for review. If awarded the certificate for the June 30, 2014, CAFR, this would be the agency's 17th consecutive award. The audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2014, was recommended for acceptance on April 8, 2015, by the MAG Management Committee and on April 20, 2015, by the MAG Regional Council Executive Committee.

5F. Appointment of Councilmember David N. Smith, City of Scottsdale, to the Transportation Policy Committee

The MAG Regional Council, by consent, appointed Councilmember David N. Smith, City of Scottsdale, to the Transportation Policy Committee. The composition of the Transportation Policy Committee (TPC), established by the Regional Council on April 24, 2002, includes elected officials from the seven largest cities/towns, which includes the City of Scottsdale. Mayor W.J. "Jim" Lane, the current Scottsdale TPC representative, is resigning his seat on the TPC and is requesting that Councilmember David N. Smith be appointed in his place as the City of Scottsdale representative on the TPC as one of the seven largest cities/towns elected officials.

8. Briefing on the City of Phoenix Transportation Plan and Proposed Funding

This agenda item was taken out of order.

Mayor Greg Stanton stated that a significant ballot will take place in August 2015 at the City of Phoenix. The ballot will include Mayoral and City Council elections, Home Rule, pension reform, the General Plan, and the citywide street and transit improvement plan. Mayor Stanton stated that what occurs in a city affects all of the other cities in the region and he wanted everyone to be informed of what was being proposed on the ballot.

Mayor Stanton introduced Mr. Rick Naimark, Phoenix Deputy City Manager, who continued the presentation on the Phoenix street and transit plan. Mr. Naimark stated that he had worked for the City of Phoenix since 1986. He stated that a robust city depends on having robust transportation. Mr. Naimark stated that in 2000, Phoenix voters approved a four-tenths of one cent sales tax, which created a baseline for a good transportation system in the City and included adding Rapid (commuter) bus service, expanding local bus service and alternatives for persons with disabilities, and helping to create the light rail system, which has been transformative.

Mr. Naimark stated that the plan is being proposed because the City of Phoenix will grow and is projected to add the population of the size of Denver in the next 20 years. He remarked that Phoenix needs to continue providing a transportation network to keep people moving, and this would be difficult if no investments are made. Mr. Naimark stated that transit service would need to be cut back by about 40 percent if the 2000 sales tax is not extended. Mr. Naimark stated that the City of Phoenix has planned an expansion of the system that it hopes it will be able to fund.

Mr. Naimark stated that the street system is falling apart. He noted that street repair resources are shrinking and street maintenance is on a 60-years-plus cycle and he added that the typical life of a street in Phoenix is 30 years. Mr. Naimark stated that the City of Phoenix wanted a program to address street needs to provide mobility and economic growth.

Mr. Naimark stated that Phoenix conducted a robust public input process. He said that the Phoenix Mayor and Council appointed a 34-member committee, which was chaired by the Honorable Mary Peters, former U. S. Secretary of Transportation. Mr. Naimark stated that the committee met over a period of six months and they engaged more than 4,000 residents online and in person to express what they liked and disliked and suggestions for improvement of the current transportation system.

Mr. Naimark noted that many comments were received about streets, and with the proposed transportation plan, Phoenix will be able to repave every major street in the City every 30 years. He noted that the new proposal will allow the expansion of existing streets to meet growth, particularly in the Laveen area and far north Phoenix. Mr. Naimark stated that the plan would provide for improvements to sidewalks and ramps for wheel-reliant residents to ensure ease of accessing buses and light rail.

Mr. Naimark displayed a map of new and existing transit routes. He stated that the proposed plan includes expanding light rail south along Central Avenue to Baseline Road, west on Interstate 10 to the 79th Avenue park and ride lot, west to Grand Canyon University, west to Metrocenter Mall, west to ASU West, and east to Paradise Valley Mall. He noted that the plan includes connecting major educational centers and existing and planned major employment centers.

Mr. Naimark also pointed out that the proposed plan includes a new mode in this region: bus rapid transit. He said that they are currently studying heavily used routes along 19th Avenue and 35th Avenue as potential bus rapid transit lines. Mr. Naimark stated that the proposed plan includes new and improved bus service, new and improved Rapid bus service, and new park and ride lots. He remarked that the bus system is the workhorse of the entire transit system and transformative improvements are planned.

Mr. Naimark spoke of economic development along the light rail line. He said that the average economic benefit obtained nationally is four to one, but in the MAG region it is close to seven to one. Mr. Naimark stated that the ASU Downtown, Cityscape, or State Farm locations would not have occurred without light rail.

Mr. Naimark stated that the Valley Metro transit system is the bus system for many schools and he noted that one-third of light rail ridership is students and they will continue to create those connections for education. Mr. Naimark stated that many people enjoy major sporting events by taking light rail to sports venues and are looking to increase their transit ridership to games.

Mr. Naimark stated that they propose continuing the existing four-tenths of a cent sales tax and adding three-tenths of a cent (an increase of one cent on a three dollar purchase). He explained that the sales tax funds would go mostly toward buses, then streets, then light rail. Mr. Naimark stated that the Phoenix portion of the sales tax would increase to 2.3 percent from the current two percent, and he added that this is what it is going to take to transform the transportation system in Phoenix. Mr. Naimark reported that the ballot will be considered by Phoenix voters on August 25, 2015.

Mayor Stanton referenced the slide of light rail. He noted how light rail could extend all the way from the City of Mesa, through the State Capitol area, to the park and ride lot at 79th Avenue in Phoenix.

Mayor Linda Kavanagh expressed her appreciation that connecting destinations, such as Paradise Valley Mall, was a goal. She said that transit to destination points is important to tourists. Mayor Kavanagh asked about measures to get light rail riders to pay their fares. She pointed out a recent television news story that indicated there was not a lot of compliance in paying fares. Mayor Kavanagh also suggested that partnerships be established with hotels and resorts to provide transit tickets to guests.

Mr. Naimark first addressed the fare evasion issue by saying that the METRO light rail system has a four percent fare evasion rate – one of the lowest in the nation. He added that the national average is approximately eight to ten percent and the City of Portland, Oregon, has a 12 percent evasion rate. Mr. Naimark stated that it sometimes appears that a rider has not paid their fare because some persons have passes, such as to social service agencies. He stated that Valley Metro just hired a new security director, who is a former Phoenix Police Lieutenant, and who has various programs underway to focus on fare enforcement. Mr. Naimark added that the percentage of fares paying for bus and light rail in this region is much greater than the amounts in other areas.

Mayor Stanton remarked that the vast majority of riders on light rail have prepaid passes, whether through their employers, schools, or event tickets.

Mr. Naimark stated that he serves on the convention bureau board and would convey Mayor Kavanagh's suggestion about providing transit passes to hotel guests. He noted that the SkyTrain really improved transit usability for tourists.

Mayor Kavanagh stated that the television news story made the system look inefficient and perhaps they could have done more research. She added that she was happy that light rail was headed east and perhaps would reach Fountain Hills someday.

Mayor Stanton expressed that he and most of the Phoenix Council will be supportive of any regional transportation network. He brought up that respondents in a survey indicated that the time was not right to pursue a tax from a regional perspective, but he personally planned to be very active in support of a regional plan.

Councilmember Mike Farrar expressed that the town would like to see the Foothills connected. Mr. Naimark stated that the committee discussed a potential route to Desert Ridge, but it did not make it into the plan.

Mayor Stanton spoke about the funding analysis. He said that the proposed increase to the sales tax is three-tenths of a percent. Mayor Stanton stated that the current light rail funding included a 50 percent local/50 percent federal match. He explained that this region was about the first in the country with a 50 percent match – it usually was 20 to 25 percent local match and 80 percent federal match. Mayor Stanton stated that the relationship between the federal government and local government has changed and is not expected to come back any time soon. He indicated that the Phoenix transportation plan estimated a federal match of approximately 30 percent, the lowest of any match in the country. Mayor Stanton stated that this is how self-sufficiency looks. We can lament the broken relationship with the federal government, or convey to the public that to get infrastructure, you must be more self-reliant. He stated that the plan could be expanded if the federal match is more than 30 percent. Mayor Stanton stated that if the plan is approved by the voters, it will be news across the country because it will be the new normal to not expect the federal government to pick up a high percentage of the costs.

Mr. Naimark stated that staff would be glad to speak with residents in the region about the Phoenix transportation plan.

6. USDOT TIGER Grant Round 7 - FY 2015

Mr. Nathan Pryor, MAG staff, reported that on April 3, 2015, the federal government issued a notice of funding availability (NOFA) for the seventh round of Transportation Investment Generating Economic Recovery (TIGER) discretionary grant funding. He stated that a total of \$500 million is available through a multimodal, merit-based, competitive grant program. There is a set aside of \$100 million for rural areas, which leaves \$400 million dedicated for projects in urban areas.

Mr. Pryor stated that the TIGER grant is an extremely competitive nationwide process with an emphasis on transformative and innovative projects. He indicated that the U. S. Department of Transportation is more favorable to regionally supported applications. Mr. Pryor explained that in early rounds of TIGER grants, MAG member agencies submitted their own applications, but they did not fare well. He noted

that Tucson received a TIGER grant for its street car. Mr. Pryor reported that two years ago, MAG supported application for the Phoenix South Central Transit Corridor, which received a TIGER grant in the amount of \$1.6 million.

Mr. Pryor stated that a call for projects was sent out by MAG on April 8, 2015. He said that the technical aspects of the projects submitted will be reviewed and vetted at the MAG Transportation Review Committee meeting the next day. Mr. Pryor stated that the preference is to recommend one regional project for a TIGER grant, however, individual agencies can submit up to three applications on their own. He noted that a TRC recommendation will come back before the Management Committee and Regional Council in May before final applications are due on June 5. Mr. Pryor noted that no action was being requested today.

Mr. Smith acknowledged MAG staff member, Eileen Yazzie, for her outstanding work at MAG and on the TIGER grant program. He stated that after ten years at MAG, Ms. Yazzie had accepted a position at the City of Phoenix.

Mayor Christian Price asked for clarification that the TRC would be vetting the projects for a recommendation of a regional project to MAG. Mr. Pryor replied that would be an option, because there are awards for two categories: urban and rural. He said that he understood the City of Maricopa was considering submitting a rural category application. Mr. Pryor stated that the intent is for the TRC to make a recommendation on a regional project tomorrow that could be finalized by the Regional Council in May.

Chair LeVault asked for clarification that broad based regional support enhances the success of being awarded a grant. Mr. Pryor replied that was correct. He added that member agencies could submit applications on their own, however, recently MAG has been submitting regionally supported applications because the U. S. DOT has been more favorable to regionally supported applications.

7. 2015 MAG Strategic Transportation Safety Plan

Mr. Sarath Joshua, MAG staff, stated that staff was seeking input and approval of a strategy to address a funding gap related to implementing the MAG Strategic Transportation Safety Plan. He indicated that the report would provide a brief overview of the key features of this Plan, how it aims to improve road safety, and what it will cost to implement the Plan over ten years.

Mr. Joshua reported that approximately 75,000 crashes occur on the road system in the MAG region each year and they result in about 400 deaths and 35,000 injuries. He noted that this represents on average, more than one death and nearly 100 persons injured each day. Mr. Joshua added that in economic terms these crashes represent a loss of about \$4.4 billion each year.

Mr. Joshua stated that these statistics prompt the question of how many of these deaths and injuries can actually be prevented. He explained that systematic road safety planning has demonstrated it is possible to reduce these numbers. Mr. Joshua pointed out examples from countries like Sweden, Netherlands and Australia using a holistic approach for improving road safety, and utilizing strategies that address the

4 Es of road safety – Engineering, Enforcement, Education and Emergency Services. He said that this approach is reflected in the MAG Safety Plan.

Ms. Margaret Boone, MAG staff, continued the presentation. Ms. Boone stated that the development of the MAG Safety Plan began with the goals of MAP-21 legislation for safety performance in reducing fatal and serious injuries on all public roads. She added that the MAG plan was also closely coordinated with the Arizona Safety Plan developed by ADOT to ensure consistency between the two plans.

Ms. Boone stated that the first task was an extensive analysis of crash data for the MAG planning area for the five-year period of 2008-2012. She said that the Safety Committee and other key stakeholders first reviewed this data at a workshop held to establish regional goals and vision followed by a several month process to form a consensus on six action areas and 47 specific strategies. Ms. Boone stated that a ten-year implementation plan was then developed in order to guide a strategy to fund, carry out, and measure the strategies toward overall road safety improvement.

Ms. Boone revealed information that was generated from the analysis of crash data for the MAG planning area in comparison to statewide crash data: in Arizona, nearly 70 percent of all crashes occur in the MAG planning area and nearly 50 percent of all fatal crashes occur in the MAG planning area. She commented that the safety performance of the state of Arizona depends much on how well or poorly the MAG region does in road safety.

Ms. Boone then displayed a graph comparing traffic fatalities and injuries in the MAG region to other urban regions in the western United States. She noted that the MAG region is second only to Houston for the highest traffic fatality rate.

Ms. Boone displayed a detailed breakdown of the crash history for review by the Safety Committee and other key stakeholders, in the form of crash trees. She pointed out that 47 percent of all fatal crashes occurring in the MAG planning area in comparison to the statewide total and of those 80 percent occur on arterials and local roads, with 60 percent of crashes occurring at mid-block. Ms. Boone stated that the majority of crashes occurred at signalized intersections where both left turn and T-bone crashes represent the majority (65 percent) of the crash types.

Ms. Boone stated that the next step in the process identified the predominant crash types, the factors associated with the crashes, and the corresponding six action areas. She said that 47 strategies were then recommended to address these six action areas. Ms. Boone noted that some of the factors were not included in the MAG Safety Plan as they already are included in the state's Safety Plan. She also advised that none of the strategies recommended in the MAG draft Safety Plan requires new legislation, and she added that some strategies are already underway through existing MAG safety programs and projects.

Ms. Boone reported the recommended strategies in the Plan for improving road safety include such elements as installing median and pedestrian crossing islands and pedestrian activated crossings (HAWKS) and locating a Department of Public Safety officer at the ADOT Traffic Operations Center to assist in clearing freeway crashes more efficiently and reducing secondary crashes.

Chair LeVault asked for clarification that locating a Department of Public Safety officer at the ADOT Traffic Operations Center was a MAG pilot program. Ms. Boone replied that was correct; MAG coordinated with ADOT, Federal Highway Administration, and Department of Public Safety to locate a Department of Public Safety officer at the ADOT Traffic Operations Center.

Ms. Boone then addressed the funding of the Safety Plan. She explained that the state receives nearly \$41 million in Highway Safety Improvement Program (HSIP) funds each year. Of this, the MAG region annually receives \$1.9 million, or four percent of the total, as a suballocation to address road safety issues associated with 68 percent of the fatal and serious injury crashes in the state that occur in the MAG planning area. Ms. Boone stated that \$32.7 million, or 80 percent of the HSIP funding is administered by the state as a grab bag for safety improvement projects across the state, with no input from MAG on safety planning priorities. She noted that this is counter to the intent of HSIP funds, which is to address road safety issues.

Ms. Boone stated that the Transportation Policy Committee recommended approval to instruct the MAG staff to enter discussions with ADOT to increase the safety funding suballocation to the MAG region by at least an additional \$3 million annually to help implement the strategies identified in the MAG Strategic Transportation Safety Plan and to work cooperatively with ADOT in demonstrating how the MAG allocation would assist ADOT in meeting the road safety targets and performance measures requirements established in MAP-21.

Chair LeVault thanked Mr. Joshua and Ms. Boone for their reports and asked members if they had questions or comments.

Supervisor Denny Barney asked the likelihood of ADOT responding to MAG's request for additional funds. He commented that more than just asking for extra funds was needed.

Mr. Smith replied that the Transportation Policy Committee discussed that it was not enough to just go with your hand out and request more money. He stated that the TPC discussed that MAG needs to go to ADOT and assist them in meeting the federal requirements by implementing projects in the MAG Safety Plan. Mr. Smith stated that ADOT is required to meet federal performance standards to receive safety funds. He stated that an allocation amount is needed to conduct proper planning, otherwise, every year it is a grab bag.

Chair LeVault recognized public comment from Ms. Dianne Barker, who expressed support for transportation safety and a regional transportation plan. Ms. Barker stated that she believes all residents need to offer input and that is the reason she comes to MAG. She said she was honored that her city councilman wanted her to serve on the commission that developed the Phoenix Transportation Plan. Ms. Barker stated that the Plan needs to interconnect with all of the cities. She urged all of the people to give their input on transportation wants and needs. Chair LeVault thanked Ms. Barker.

Chair LeVault recognized public comment from Mr. Pat Vint, who stated that this is about safety, but he wanted to say that light rail needs to be more economic and timely because it is harming more businesses than it is helping. Mr. Vint stated that he was late getting to the meeting because he was working on elderly issues elsewhere. He noted that the City of Phoenix does not care about the elderly.

Mr. Vint stated that a shortfall in funding will need to be covered by MAG. Chair LeVault thanked Mr. Vint.

Chair LeVault stated that the action recommended by the Transportation Policy Committee was approval to instruct the MAG staff to enter discussions with ADOT to increase the safety funding suballocation to the MAG region by at least an additional \$3 million annually to help implement the strategies identified in the MAG Strategic Transportation Safety Plan and to work cooperatively with ADOT in demonstrating how the MAG allocation would assist ADOT in meeting the road safety targets and performance measures requirements established in MAP-21.

Councilmember Mike Farrar moved, Vice Chair Jim Lane seconded, and the motion passed unanimously.

9. Discussion of the Development of the FY 2016 MAG Unified Planning Work Program and Annual Budget

Ms. Becky Kimbrough, MAG staff, reported on the development of the MAG Unified Planning Work Program and Annual Budget, which is presented to MAG committees beginning in January each year. She stated that the grant for \$200,000 from the Federal Highway Administration for Integrated Corridor Management Deployment Planning will be added to the Work Program and Annual Budget. Ms. Kimbrough stated that a new project called Cost Risk Analysis for the MAG Freeway and Highway Program is being proposed to assist in identifying contingent funds that can then be programmed on other projects right away.

Mr. Dennis Smith stated that MAG has been conducting cost risk analyses under an existing task order and has been very successful. He added that MAG, working with ADOT, located more than \$100 million through cost risk analysis and these funds were then able to be programmed immediately on other projects in the MAG freeway and highway program.

Ms. Kimbrough stated that MAG is proposing a three percent salary increase for FY 2016 budgeted salaries. Ms. Kimbrough stated that any increases to individual MAG salaries are performance based. She explained that MAG does not have a merit step system and the annual performance evaluation each June is the only salary increase in place for MAG staff.

Ms. Kimbrough noted that MAG is requesting two staff positions for FY 2016. One of the positions is an Assistant Director. In discussion with the Executive Committee it was indicated that due to the size and responsibility of the MAG organization, an Assistant Director position be added to the FY 2016 MAG Unified Planning Work Program and Annual Budget. Ms. Kimbrough stated that the other position is a Management Analyst I. This position is needed to assist with work in the Administration Division to provide support for the MAG Economic Development program, including international programs. The position would also assist Human Resources at MAG, which has grown over the past five years. Currently, one staff is supporting all of the Human Resources needs at MAG.

Ms. Kimbrough stated that the draft FY 2016 MAG Unified Planning Work Program and Annual Budget was presented to MAG's federal transportation partners (Federal Highway Administration and the

Federal Transit Administration) at the Intermodal Planning Group meeting on March 17, 2015. She noted that no formal comments have been submitted, but at the meeting, positive comments were received on the Work Program, especially on the AZSmart tool kit that could be utilized across the state.

Chair LeVault thanked Ms. Kimbrough for her report. No questions from the Council were noted.

10. Legislative Update

Mr. Nathan Pryor, MAG staff, provided an update on legislative issues of interest. He first reported on federal legislation. Mr. Pryor said that the Interstate 11 study continues and Congress introduced in the House and Senate legislation with bipartisan support for Intermountain West Corridor Development Act, which would extend the Interstate 11 designation north to Reno, Nevada, and south from the Wickenburg/Phoenix area to Nogales, Arizona.

Mr. Pryor stated that the federal surface transportation legislation, MAP-21, expires the end of May 2015. He noted there are a number of proposals for reauthorization, including the Grow America Act proposed by the Obama administration. Mr. Pryor stated that it proposes to collect approximately \$2 trillion of untaxed foreign earnings that U. S. companies have accumulated overseas, however, it is a one-time revenue. He stated that the legislation includes \$317 billion to the highway system and road safety and approximately \$115 billion to transit.

Mr. Pryor stated that another bill is the Bridge to Sustainable Infrastructure Act, which would index the gas and diesel fuel tax for inflation. He stated that the legislation could be in effect for ten years and he said that it is more sustainable in generating funds. Mr. Pryor stated that the revenue would cover the amount transferred annually from the General Fund to the Highway Trust Fund, which usually has an \$8 billion to \$10 billion funding gap each year. He stated that there are other proposals regarding raising the federal fuel tax and he will continue to monitor developments.

Mr. Pryor stated that last week, Transportation for America reported on state legislative efforts in 2015 to raise additional transportation revenue. He displayed a map that showed those states that were successful in enacting legislation and those that considered legislation. Mr. Pryor stated that there has been discussion that there might be opportunities in the Arizona Legislature for transportation funding next year.

Mr. Pryor then addressed state legislation. He said that Senate Bill (SB) 1274, the ADOT Omnibus bill, includes a provision that proposed transferring the staffing of the Citizens Transportation Oversight Committee (CTOC) to MAG from ADOT. Mr. Pryor stated that the bill died as the Legislature adjourned before it could be concurred.

Mr. Pryor expressed his appreciation to Senator Worsley and Representative Coleman, co-sponsors of the bill, in offering amendments to their bill. He expressed appreciation to Representative Tony Rivero for supporting the Representative Coleman amendment on the House floor and speaking to issues that this bill provision would have created. Mr. Pryor also thanked the MAG member agencies who worked on this issue.

Mr. Pryor then addressed House Bill (HB) 2617, the counties, municipalities, budgets bill. He explained that in the final week of the legislative session, a bill amendment was introduced and approved by the Legislature that, if enacted, would shift some of the funding for the Department of Revenue to MAG and the Pima Association of Governments (PAG). Mr. Pryor noted that this would represent a transfer to the Department of Revenue of \$2.52 million of MAG Proposition 400 funds (approximately \$27 million for the balance of the Prop 400 program). Mr. Pryor added that the PAG portion from its 2006 voter approved half cent sales tax would be approximately \$500,000. Mr. Pryor stated that staff will continue to provide updates as new information becomes available.

Chair LeVault asked members if they had questions or comments.

Supervisor Barney expressed that he thought it would be interesting to have a dialogue on HB 2617. He said there have been conversations that put cities, towns and counties at odds with MAG and Mr. Smith took a strong position.

Mr. Smith stated that the amendment came in very late in the legislative process. Through Chair LeVault, MAG expressed its concerns about paying a portion of Proposition 400 funds to the Department of Revenue. Mr. Smith explained that since 1985, the Department of Revenue has been collecting the sales tax funds for MAG and now for PAG. He expressed that what really concerned him was that the majority of the Proposition 400 regional sales tax funds (57 percent) is allocated toward the State Highway system. He noted that in the PAG region 100 percent of its sales tax funds go toward local projects. Mr. Smith added that in addition almost 100 percent of Proposition 300 went to the State Highway system. Mr. Smith stated that for the pleasure of taxing its citizens, the region now has to fund the Department of Revenue. He added that the proposal came as a total surprise.

Mr. Smith stated that staff heard that the County Supervisors' Association promoted the proposal. He said that staff first heard that the League of Arizona Cities and Towns was going to pay \$10 million and the counties were going to pay \$10 million. Mr. Smith stated that the County Supervisors' Association questioned why the counties were paying and their logic was that MAG and PAG should pay their shares. He said that MAG is paying for the State Highway system through a tax and feels it should not have to pay. Mr. Smith stated that staff is also investigating whether using Proposition 400 funds for this purpose is legal.

Supervisor Barney stated that there is still much work to be done on this and some feelings that are still tender. He stated that the Legislature decided to recover costs from the counties, cities and towns. This nuance came about not from a decision that was made, but from further implementation of bad policy. Supervisor Barney expressed that suggesting MAG and PAG pay seems to be bad policy. He indicated that he thought there was a lot more to this than could be resolved at one meeting. Supervisor Barney expressed respect for Mr. Smith and what has been accomplished, but the Legislature is going to balance the budget and he wanted to ensure that cost recovery was not on the backs of someone else. He said the question is what is the most sustainable way to do that. Supervisor Barney stated that he was not convinced that the counties, cities and towns picking up the 17.5 percent apportioned to them versus to a quasi-governmental agency was part of the discussion of HB 2617 at the very end.

Mr. Smith stated that since the MAG tax is paying to build state highways, the state should pay the cost, not the counties or the cities.

Supervisor Barney stated he did not disagree, but that was not the question that was resolved. To suggest suing the state or attacking the state or questioning the legality of the action, the real question is whether we should be paying the 17.5 percent. Supervisor Barney stated that the ship has sailed and as far as implementation, he thought we need to tread lightly. He commented that if we use the wrong approach, it weakens our position at the Capitol. Supervisor Barney stated that he was not saying he agreed with the 17.5 percent, but it is what it is. He said that we need to decide the plan of approach, and he said that creating an adversarial situation is counter productive. Supervisor Barney remarked that at the end of the day, it is the same taxpayer and the same businesses. He stated that a lot of money could be spent fighting this, but he was convinced that the Legislature in its authority is finding a way to balance the budget. Supervisor Barney expressed that he would dislike seeing MAG spend a lot of financial resources and political capital that will not have the desired outcome and will still fall to the same taxpayer.

Mr. Smith stated that there has been no decision at MAG. He said that he reports to the elected officials and what they want. He said that he thought this was a great discussion.

Chair LeVault stated that the solution to problems begins with dialogue. He added that this issue will be fully vetted by the Executive Committee and Regional Council before any action is taken. Chair LeVault stated that the question is whether Proposition 400 funds are applicable on expenses other than what was approved by the voters. He noted that MAG does not take Proposition 400 funds for operating expenses and is funded by dues.

Mayor Mark Mitchell suggested bringing together a working group before the Executive Committee meeting to discuss this issue. He expressed that he thought there was misinformation out there and dialogue among the MAG Executive Committee, PAG, the County Supervisors and League leadership would be helpful.

Supervisor Barney expressed his appreciation for the suggestion.

Mayor Lane expressed his agreement with Mayor Mitchell. He indicated there had been discussions about the legality of this allocation. It would be irresponsible to take actions that could result in the potential misuse of additional funds to try to fight it.

Mayor Price asked if there was an underlying reason for ADOT wanting to transfer the staffing of CTOC to MAG. Mr. Smith replied that MAG staff has wondered about the reason because there was a lot of energy expended by the opposing side.

Mayor Price asked if the CTOC staffing issue was expected to resurface next year. He remarked that Omnibus bills are generally supported because processes are tweaked to make them more efficient, but it does not make sense for MAG to staff CTOC, an agency that is supposed to be independent. Mr. Smith stated that the amendment to the bill prevailed on the House floor 35-11 to keep the staffing at ADOT.

Chair LeVault stated that he is a consensus builder and believer in dialogue. He indicated he thought the working group was a good idea.

11. Nominating Committee

Chair LeVault noted that a memorandum regarding his appointment of a five-member Nominating Committee was at each place. He said that typically, the past Chair of the Regional Council serves as Chair of the Nominating Committee, however, since the Past Chair is no longer a member of the MAG Regional Council, he appointed Mayor Tom Schoaf.

Chair LeVault noted that the other members of the Nominating Committee are Councilman Dick Esser, Mayor John Lewis, Mayor Georgia Lord, and Mayor Ken Weise. He noted that a memorandum will be sent to Regional Council members requesting letters of interest for the Executive Committee.

12. Request for Future Agenda Items

Topics or issues of interest that the Regional Council would like to have considered for discussion at a future meeting will be requested.

No requests were noted.

13. Comments from the Council

An opportunity will be provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

No comments were noted.

Adjournment

There being no further business, the meeting adjourned at 12:50p.m.

Chair

Secretary